

Goods Movement Truck Count Study

TRANSPORTATION AND COMMUNICATIONS COMMITTEE ATTACHMENT #5.1

Thursday, April 3, 2003

MEMO

DATE: April 3, 2003
TO: Transportation and Communications Committee
FROM: Mark Griffin, Senior Regional Planner
griffin@scag.ca.gov, 213-236-1906
RE: Goods Movement Truck Count Study

Recommended Action:

Information only.

Summary

SCAG's 2001 Regional Transportation Plan identifies goods movement as a key element of this region's goals and transportation planning policies. Specifically, the first regional goal states, "Improve transportation mobility for all people and enhance the movement of goods within the subregions and the Region." Because trucks are an essential component of goods movement, reliable data on truck activity is needed in order to meet the stated goals of enhancing the movement of goods within the subregions and the Region. As a result, SCAG has completed the Goods Movement Truck Count Study, which collected observed truck counts as well as additional data on truck travel in this region.

The Goods Movement Truck Count study was conducted in two parts. The first part involved observed truck counts at 151 locations at selected locations along the region's highways and major arterials. Each location included three trained observers who counted trucks for a 24-hour period. Counts were taken for 2, 3, 4, and 5+ axle commercial vehicles of various types, and did not include other large vehicles such as buses, motorhomes, and pickup trucks. The second part of the study involved intercept surveys that were taken at ten locations strategically placed throughout the region. The survey asked truck drivers questions such as origin, destination, type of vehicle, commodity carried, and the weight of the vehicle. A total of 3,321 surveys were taken, which provided information on truck travel and commodity flow patterns both within the SCAG region and to other parts of the nation.

Observed truck counts have several important uses. First, they are useful in validating Caltrans Annual Average Daily Truck Traffic and Weight In Motion (WIM) data, two commonly referenced sources of truck count information. Second, these counts will assist in validating SCAG model output data. Finally, these counts can aid current and future corridor studies, such as the upcoming Eastern Gateway Corridor Study, which will examine the potential for goods movement improvements along the I-10, SR-60, and I-210 between the I-710 and the I-10/SR-60 interchange in Beaumont.

